



Mills Junction to Tooele

UDOT
CONNECTING COMMUNITIES



STAKER | PARSON
COMPANIES

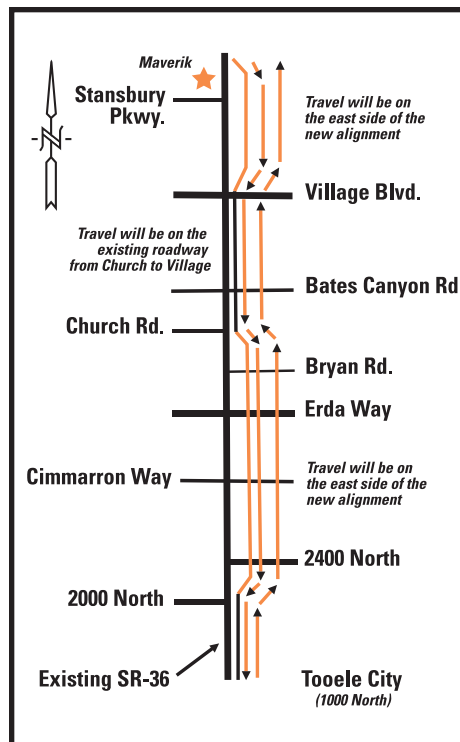
STAY UP-TO-DATE WITH SR-36 CONSTRUCTION

SR-36 construction is making progress as weather permits. UDOT and Staker Parson Companies thank you for your continued patience.

➡ The current traffic arrangement will continue until paving operations begin in April.

Construction activities similar to those seen during the first half of construction last year will continue in the coming phases, but will take place on the old road. Excavation, noise wall installation and traffic signal work will continue through early spring. Paving is estimated to begin in late April, early May.

As a general rule, construction activities will progress in the following order beginning between 2000 N and Erda Way (Area 1), then moving to the area between Bates Canyon and Stansbury Parkway (Area 3), ending with the area between Erda Way and Bates Canyon.



SR-36 Accident Facts

➡ From June to October 2004, a total of 43 accidents were reported in the work zone along SR-36 in Tooele County, and a total of 27 accidents were reported in Tooele City. The majority of accidents occurring in both Tooele County and City occurred in August 2004, and declined slightly in September and October 2004.

63% of the SR-36 work zone accidents reported in Tooele County were caused by drivers *following too closely* while 70% of the SR-36 work zone accidents reported in Tooele City were the result of *improper lookout*.

When Entering The Work Zone Please SLOW DOWN And PAY ATTENTION To The Warning Signs.

Public Information Activities

➡ A word of thanks to the SR-36 Community Coordination Team (CCT): Cheryl Adams, Mike Anderson, Alan Bradshaw, Greg Copeland, Chuck Davis, Garrett Dutson, Sharon Grgich, Colleen Johnson, Cyndie Kirk, and Russell Winters.

CCT members have voluntarily given their time to meet monthly with UDOT, the contractor, and public information manager. They have done a fine job in providing timely and valuable information during the SR-36 construction process.



CCT meeting, December, 2004

Work Zone Safety Facts

One in three crashes in highway work zones is a rear-end collision. Crashes in non-construction areas are more commonly angle or sideswiping crashes.

Speeding and inattentive driving are the two major causes of work zone accidents.

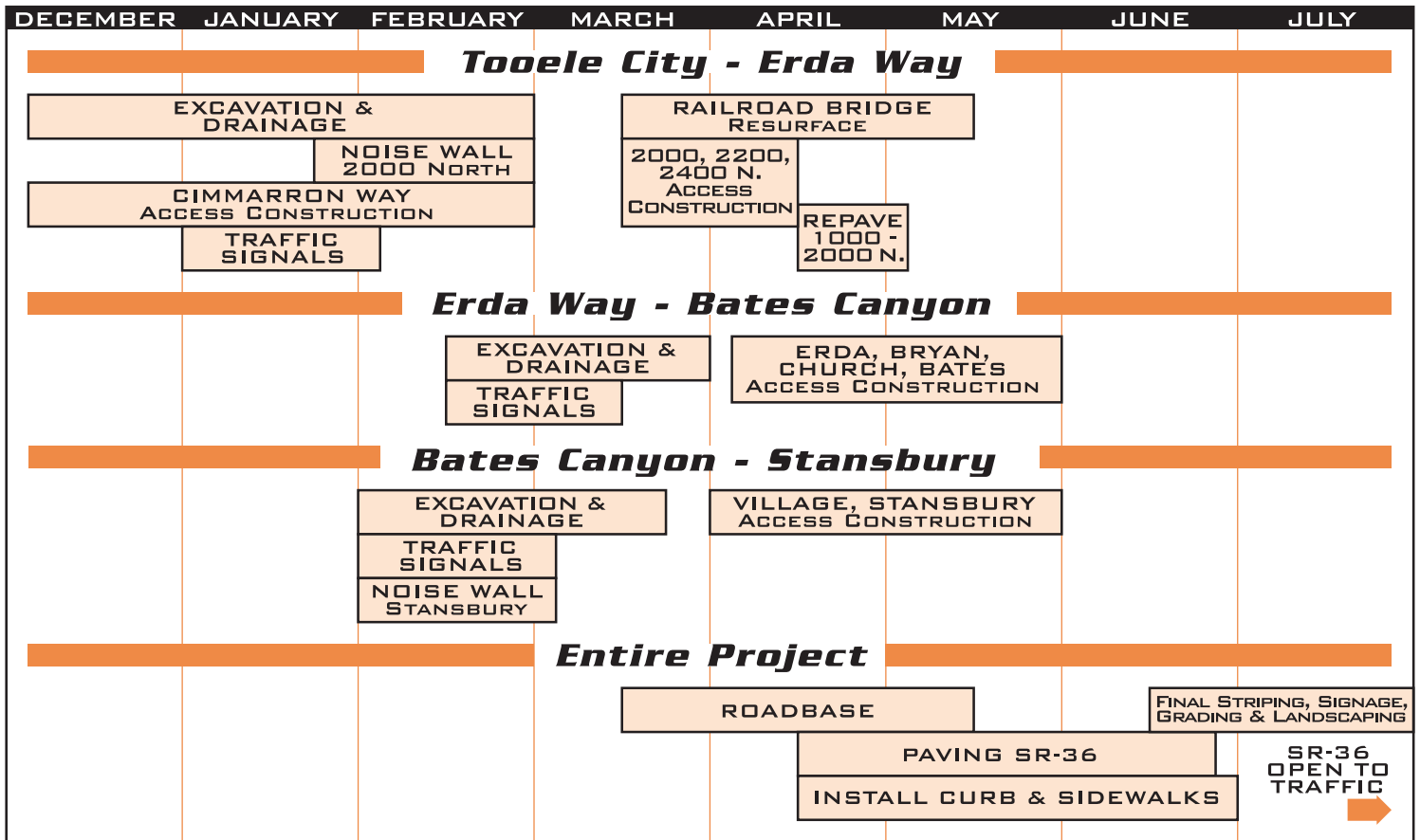
Four out of five drivers in a recent survey said they slowed down when they entered work zones. However, when these same drivers were clocked on radar, none of them actually did.

At 60 m.p.h., a vehicle travels 88 feet per second. In the 3/4 second it takes to put your foot on the brake, you've gone 66 feet – as much as 220 feet before the car stops. In other words, if you speed, by the time you see a problem, you're probably out of luck.

It takes 52 seconds to travel through a two-mile-long work zone at 45 m.p.h., less than one minute more than at 65 m.p.h.

Source: Federal Highway Administration Work Zone Safety Outreach Campaign

SR-36 CONSTRUCTION SCHEDULE



**WHO CAN I
CONTACT WITH
QUESTIONS OR
PROBLEMS?**

Suzanne Somers at
435-862-1215 or 801-530-0933
email SR36@comcast.net
For more information, visit the
project website at
www.udot.utah.gov/sr36

